

The Utah Inland Port Authority
R8 Acting RA Briefing
February 10, 2021

Background

- The [[HYPERLINK "https://inlandportauthority.utah.gov"](https://inlandportauthority.utah.gov)] (UIPA) is a state corporation that oversees one of the largest logistics and distribution centers in the Rocky Mountain West.
- The UIPA was approved by the Utah state legislature in 2018 and the boundaries were expanded in 2019.
 - o The land is currently approximately 25-50% developed
 - o Current occupants include Amazon, UPS, FedEx, and many others
- With close access to transcontinental railroads, major highways (I-80 and I-15) and the airport, the port is in a prime location as a distribution center. The area has already been a distribution hub prior to the Port's formation. UIPA's website has an [[HYPERLINK "https://uipa.maps.arcgis.com/apps/webappviewer/index.html?id=f17f885190b246a3a67ae1cafd515c3c"](https://uipa.maps.arcgis.com/apps/webappviewer/index.html?id=f17f885190b246a3a67ae1cafd515c3c)] showing the Port's boundaries and the City. More maps are included below.
- According to its [[HYPERLINK "https://inlandportauthority.utah.gov/wp-content/uploads/UIPA-Executive-Summary_6-18-20.pdf"](https://inlandportauthority.utah.gov/wp-content/uploads/UIPA-Executive-Summary_6-18-20.pdf)], the UIPA is expected to help Utah become the leader in trade and logistics and support the creation of many high quality jobs.
- The Port is on the northern edge of Salt Lake City, with the Great Salt Lake to the west and undeveloped land to the north. To the east are industry, the airport and homes; to the south is a residential community.
- The neighborhood to the east is called the [[HYPERLINK "https://www.google.com/maps/@40.7476151,-111.9258191,7036m/data=!3m1!1e3"](https://www.google.com/maps/@40.7476151,-111.9258191,7036m/data=!3m1!1e3)] and it is 2.5 miles from the Port's primary boundaries and immediately adjacent to an additional sliver of Port land by the airport. Predominantly Hispanic and lower income, the West Side is surrounded by Interstates 215, 80, 15, along with other major highways and rail roads. Any increase in air pollution and traffic from the Port will likely be felt by this community and the homes to the south. The Port could cause additional pressure on the housing stock to nearby neighborhoods with prices, rents and taxes going up.

Environmental Justice Program Concerns

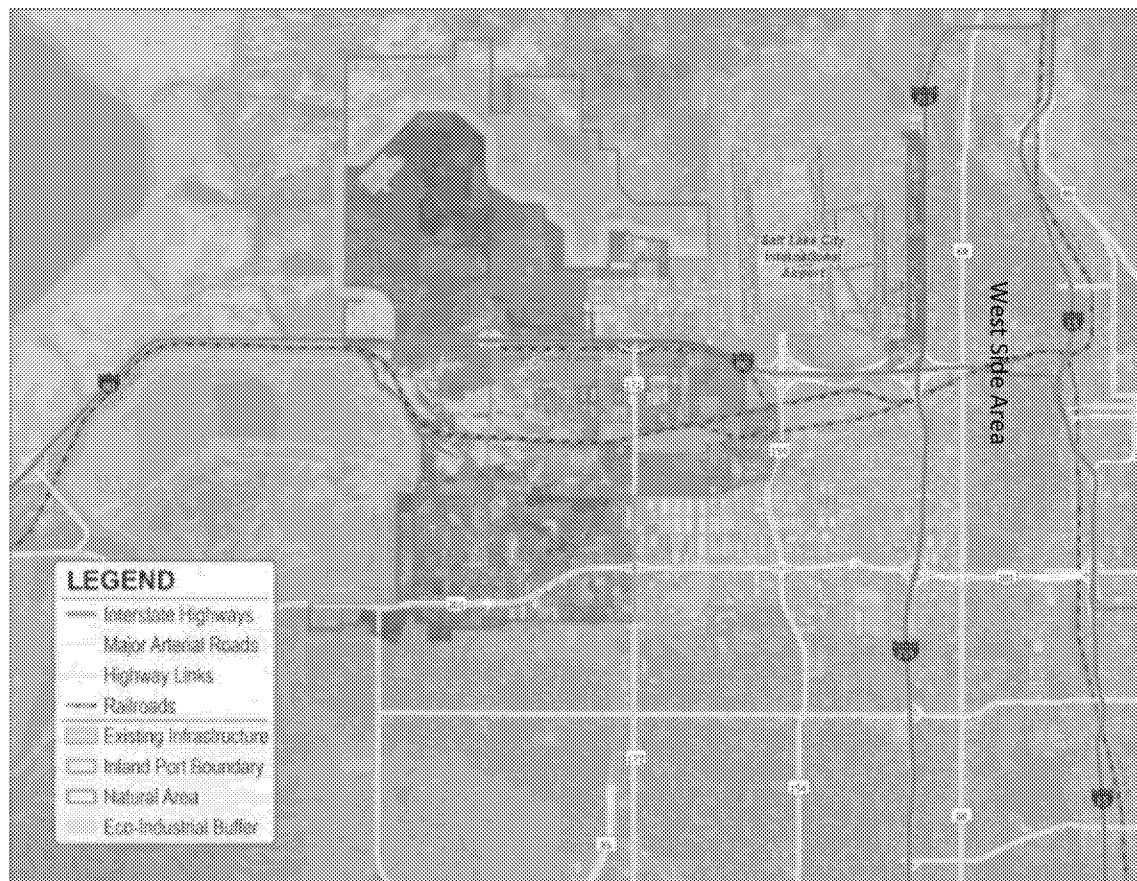
- Approximately one and one-half years ago, the R8 Environmental Justice Program was asked by the Office of Environmental Justice to meet with representatives of the EPA Ports Initiative to discuss the proposed Salt Lake City Ports Project. That request was extended because the Region had worked for two years in the West Side community proximate to the proposed Port.
- The conversations which followed shared information about the communities which abut the west and south borders of the Port. The population which resides in this area (see the attached EJSCREEN map and report) is about 94,000. This population has a high percentage of lower income and minority residents and is comprised of Latino, Anglo and immigrant communities. As indicated in the EJSCREEN report, the existing environmental burden in the area is high.

Ex. 5 Deliberative Process (DP)

Environmental Justice Grants

- EPA has recently awarded several EJ grants along the Wasatch Front, including two grants to the Utah Physicians for Healthy Environment (UPHE). These grants are not related to the Port, but the primary author of the recent email to the R8 Acting RA is the President of the UPHE.
- One of the grants to UPHE was focused on the importance of testing blood lead levels in young children, which helped build awareness among physicians in the area. The other grant was used to exchange dirty, ineffective wood stoves and install new gas-fired heating for cleaner air.
- In 2019, EPA awarded a \$30,000 [[HYPERLINK "https://www.epa.gov/newsreleases/utah-clean-energy-alliance-receives-epa-environmental-justice-small-grant"](https://www.epa.gov/newsreleases/utah-clean-energy-alliance-receives-epa-environmental-justice-small-grant)] to Utah's Clean Energy Alliance to improve energy efficiency in homes and businesses.

Maps



Utah Inland Port Authority jurisdictional Area

The jurisdictional area of the Utah Inland Port Authority with the approximate location of the West Side area added. Map Source: [[HYPERLINK "https://inlandportauthority.utah.gov/maps"](https://inlandportauthority.utah.gov/maps)]



The Port and its location in Salt Lake City. Sources, [[HYPERLINK "https://uipa.maps.arcgis.com/apps/webappviewer/index.html?id=f17f885190b246a3a67ae1cafd515c3c"](https://uipa.maps.arcgis.com/apps/webappviewer/index.html?id=f17f885190b246a3a67ae1cafd515c3c)] and [[HYPERLINK "https://www.google.com/maps/@40.8552638,-111.9569201,110932m/data=!3m1!1e3"](https://www.google.com/maps/@40.8552638,-111.9569201,110932m/data=!3m1!1e3)].

Email from Concerned Environmental and Public Health Groups

From: brian moench <[HYPERLINK "mailto:brian.moench@epa.gov"]> Ex. 6 Personal Privacy (PP)
Sent: Friday, February 5, 2021 1:51 PM
To: Thomas, Deb <[HYPERLINK "mailto:thomas.debrah@epa.gov"]>; Garbow, Avi <[HYPERLINK "mailto:Garbow.Avi@epa.gov"]>; Utech, Dan <[HYPERLINK "mailto:Utech.Dan@epa.gov"]>
Subject: Air quality/inland port issues in Utah

Feb. 5, 2021

Dear Ms. Thomas, Mr. Garbow, and Mr. Utech:

Leading Utah state and regional environmental groups are very concerned about serious plans being made by the Utah legislature to subsidize and otherwise facilitate the development of an inland port, i.e. a massive warehouse farm and intermodal shipping and transportation hub a few miles northwest of the center of Salt Lake City. The legislature has proceeded in defiance of environmental, wildlife, and public health concerns for the population centers of the state, especially for the 270,000 people that live close enough to the proposed port to be severely affected by the new sources of air pollution. The anticipated public health harm is easily predicted by the saga of other inland port developments, like the Inland Empire in Riverside/San Bernardino, So. California, that has been infamously nick named, [HYPERLINK

"https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fgrist.org%2Fsponsored%2Fseeking-environmental-justice-in-californias-diesel-death-zones%2F&data=04%7C01%7CLanzano.Ted%40epa.gov%7Cafa232c2e1f44ce7904008d8cc75d910%7C88b378b367484867acf976aacbeca6a7%7C0%7C0%7C637484153806601090%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=lakf0fiSQJcYdpkpHdOIZGoePIXPcAV269IMadtehow%3D&reserved=0" \t "_blank"] by many residents in the area. Polls show that the majority of Salt Lake Valley residents oppose the port.

As you are undoubtedly aware, the Salt Lake Valley has been in non-attainment status for the 24 hr. PM2.5 standard for many years, although the EPA under the previous administration proposed changing that status using inappropriate criteria in our view. At full build out, this facility would create a massive new source of pollution from nearly 70,000 daily diesel semi-trucks, and 150,000 passenger vehicle trips, dozens of new fully loaded commodity train trips, new large train “switcher” diesel engines, a new rail yard, diesel-powered cranes and increased air traffic. The size of the warehouse farm would be comparable to what now exists at the Inland Empire.

As a multi-faceted, new source of pollution, this facility would undermine, if not shatter our attainment status, especially for nearby residents, and represent an environmental justice issue of an unprecedented magnitude in Utah. But it has not been factored into the state’s implementation plan (SIP).

We are aware that the state is attempting to justify NAAQS attainment status using Section 179B of the CAA, negating emissions emanating from outside the US. That in itself strikes a blow at public health in Utah. Yet now the state is trying to make it even worse trying to write off or ignore the multiple new sources of pollution from their port proposal which they have proclaimed the largest economic project in the history of the state.

The port is also intended to facilitate a substantial increase in fossil fuel extraction from the state, something that clearly would be contrary to the climate goals of the new administration.

On behalf of multiple environmental NGOs and community groups, we request an opportunity to explain to you more details of our many objections to this proposal. Given that the state is moving quickly with supporting legislation right now, we hope such a virtual meeting could take place as soon as possible. We look forward to hearing back from you.

Sincerely,

Dr. Brian Moench
President, Utah Physicians for a Healthy Environment
801 243 9089

Heather Dove
President, Great Salt Lake Audubon

Richard Holman
Chair, Board of Directors, Westside Coalition

Dorothy P. Owen
Chairman of the Board,
Westpointe Community Council (home of the Utah Inland Port Authority)

Jeanine Kuhn-Coker
President, League of Women Voters of Salt Lake

Catherine Weller, Vickie Samuelson
Co-presidents, League of Women Voters of Utah
Alan Neuman,
Chairman, Utah Environmental Caucus

Roger Borgenicht, Ann Floor
Co-chairs, Utahns for Better Transportation

Steve Erickson, Policy Advocate

Utah Audubon Council

Alex Farley

Sustainability Director

University of Utah

Joan M. Gregory

Co-Chair, Environmental Ministry, First Unitarian Church of Salt Lake City

Jill Merritt

Director, Elders Rising for Intergenerational Justice

Raphael Cordray

Director, Utah Tar Sands Resistance

Marc Coles-Ritchie

Board Chair, Mormon Environmental Stewardship Alliance